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The Daily Press.

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LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MAY 26TH, 1905.

SELDOM can there have been delivered from the gubernatorial dais a more pregnant speech than that to which our legislators listened yesterday. Some of the first words uttered in this Colony by Sir MATTHEW NATHAN had concern with that "long-felt want," the Kowloon-Canton Railway. In connection with this scheme, by common consent described as of vital importance to the continued commercial existence of the island, it can be said with marked aptitude that hope deferred has made many hearts sick. That comic despair which some men assume to conceal real disappointment was in evidence whenever the subject of the Kowloon-Canton Railway was broached. Even after His Excellency's introductory address, in which he promised to take a particular personal interest in the prosecution of the enterprise, we had it in mind that no doubt the new Governor meant well; but we looked forward to the devoutly wished consummation as some look for the millennium, or as the possessor of a Macao lottery ticket looks forward to winning the first prize. There seemed several thousands to one against. Future historians of Hongkong will undoubtedly have to write down Sir MATTHEW NATHAN as the man who did things. This saying is prompted by profound conviction; we have no pleasure in yielding to the need for such an expression, simply because we dislike the complexion of flattery thus given to our comments. We could dilute the praise by mentioning that we do not admire his homilies to school children; but it should not be necessary to establish our sincerity by dragging in matters entirely irrelevant.

Let us repeat then, as a sober, deliberate opinion, that in possessing a Governor who acts as well as talks, this Colony is at the present time extremely, and we might almost add, unusually fortunate. Just how much we are indebted to His Excellency's personal efforts for the progress made, we shall probably discover later. In the meantime, the official announcement that a party of surveyors engaged to locate the line within British territory is actually on its way to Hongkong (having left on the 12th May) is sufficiently promising and definite to demand applause. We trust that the current negotiations with Peking will be given the same strict attention that is now being bestowed upon the general business of the Colony.

Another matter mentioned in the Governor's speech has been relegated to the twentieth day position of a nine day's wonder, but the introduction of amendments to the vagrancy ordinance will revive interest in "the beachcomber question." We have not yet had an opportunity of studying the amendments; but on a future occasion hope to comment usefully thereon. The outlines as given by the Governor are at once satisfactory and unsatisfactory. There is real need for making the House of Detention a less desirable lodging asylum, while those who are found to be in difficulties through "no fault of their own" are, thanks to the generosity of the Governor and his friends, amply provided for. That opinion is to be read in conjunction with our previously expressed conviction that the number of such unfortunate will not be found too formidable to deal with. The part about which we feel some uneasiness is that which provides for the "discouraging the landing of men in the Colony likely to become destitute within a short time of their arrival there." It all depends how and by whom this probability is to be decided. Is every arrival who possesses less than a fixed minimum amount of money "likely to become destitute?" There are other forms of capital, notably energy and brains, which should be taken count of by the parties responsible for restricting undesirable immigration. Obviously, the putting into practice of such restrictions promises to be a most delicate task; and the terms of the new ordinance ought to be well and carefully weighed. It will not do to be guided over much by the examples of such places as Manila, for instance. Probably all the ends of the agitators would be achieved by stricter treatment of the undesirables, for local customs are well advertised among these genities.

The str. Catherine Apear from Calcutta, left Singapore for this port on the 24th inst., a.m., and may be expected here on the 29th inst.

Ninety-one is now the sum of the Hongkong plague roll, eight cases having been added during the forty-eight hours ending at noon yesterday.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations:—

A Friend ... \$50
R. G. O. Passage Money Fund ... 50

As we understand the Kuhn v. De Wette case, recently reported from Japan, the Courts there first refused a divorce decree because the marriage was invalid, and now have dismissed an appeal for a declaration of its invalidity. Which does not seem very consistent.

Early yesterday morning a shutter, unfashioned by a strong gust of wind, fell on the head of one of Dr. Jui's richa coolies who was sitting on the steps at the junction of Zetland Street and Queen's Road. His skull was fractured, and the injured coolie was at once removed to the Government Civil Hospital.

The Baron of Krieglstein, representing the Lokalanzeiger of Berlin is at present staying in the Colony. The Baron has chartered a ship in the hope of being able to observe the coming naval fight, but whether the Baltic Fleet is south of Hongkong or making its way northward in the open Pacific nobody seems to know.

On Wednesday night a young native was on the way to Pokfulam Road to see a friend. He was passing some beds of water cress, when the desire to help himself seized him, and he did. With a large bundle under his arm, he was again about to proceed on his way when a Chinese constable arrested him. On appearing before Mr. G. N. Orme at the Police Court yesterday, he was sentenced to three weeks' imprisonment with hard labour.

A writer in the Field on sport in Japan states that there are two species of pheasant in Japan, the kiji and the yama-dori. The first is that thoroughly gamey beauty known in England as the "green-necked pheasant of Japan," or P. versicolor, and the second is the "copper pheasant," or P. semmerringi. Both are remarkably fine birds, but more especially so is the latter. An uncleaned cock bird of the first-named species should not weigh less than from 3½lb. to 4½lb., and one of the second species a good 1½lb. more, at the very least.

On Wednesday morning the beams supporting the first floor of a house in Yat Fu Lane gave way, and the floor, together with a woman residing therein, were transferred to the ground. The woman was seriously injured, and was immediately sent to the Government Civil Hospital.

An English paper says that Wilde related to Mr. Sheppard how, in a country house, he told the host "he had spent the day in hard literary work, and when asked what he had done he had said, 'I was working on the proof of one of my poems all the morning, and took out a comma.' And in the afternoon?" "In the afternoon—well, I put it back again." This is not quite an insignificant story; but it ought to be mentioned that it is nearly as elderly as any in the *Cent's Biographical*. It was certainly going the rounds before Mr. Wilde was born.

The Times says: With regard to the Vladivostok steamer, it would now appear that the estimated loss of this market over the capture of the *Nigretia* has been put at too high a figure. News has come to hand that the vessel was insured with the Shanghai office of the Yangtze Insurance Association (Limited) on a valuation of £18,000 as regards the hull and £24,500 as regards cargo, the latter amount being approximately to a valuation in tons. Of these amounts £15,000 and £17,000 respectively were reinsured by the association in London. The total valuation, therefore, is £46,500, of which the London market is interested to the extent of £32,000 only.

By kind permission of Lt.-Col. Aitken and Officers, the band of the 119th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, this (Friday) evening:—
March—"Marching Thro' Georgia" Miller.
Selection—"The Rose Maiden" Cowen.
Waltz—"Sweet Briar" Lowthian.
Song—"Sunshine and Rain" Blumenthal.
Overture—"Flora Bursch" Suppe.
Divertimento on Chinese Melodies.
The Feast of Lanterns Glover.
Galeop—"Sullivan's Song" Knappe.
Fantasia—"The Cyclops" Knappe.
Menu—"Hors d'Oeuvre" Cavare on Toast.
Soups—Bird's nest and Chicken, Consomme, Julienne. Fish—Roast Fish, Oyster Sauce, Entrees—Southern Fillet of Beef, Roast Pigeon, Sautages on Aspic, Joint—Roast Saddle of Mutton, Boiled Capon, Oyster sauce, Baked York Ham, Curry—Curry Oysters, Salad—Mixed Salad, Vegetables—Boiled Potatoes, Roast Potatoes, Green Peas, Cabbage, Sweet—Chocolate Pudding, Gooseberry Pie, Strawberry Ice Cream, Finger Cakes, Fruits in season. Tea and Coffee.

A DANGEROUS CARGO.

A native was charged before Mr. G. N. Orme at the Police Court yesterday with sending or attempting to send dangerous goods to wit, gunpowder, to a port in China without distinctly marking the nature of the goods on the outside of the packages containing same; with not giving written instructions of the nature of such goods, or the address of the senders, to the owner or master of the s.s. *Chikong* at the time of taking same on board, and with sending or carrying on board goods to which a false trade description has been applied.

The powder was concealed in samah jars also in tea-pots and biscuit tins, and is believed to have been destined for West River pirates. The strange cargo was discovered secreted in a woman's cabin, when the lid of one of the tea-pots was opened.
His Worship fined the defendant \$100 on the first charge and \$250 on the second.

THEFTS ON THE S.S. "HONAM."

A Chinese immigrant, passenger by the *Honam* from Canton, asked his friend, while the steamer was preparing to make fast alongside the wharf, to keep an eye on his bundle of clothing while he went below. As soon as he had disappeared down the companion way the friend extracted from the bundle a coat, which he secreted under his own jacket. On the return of the owner of the bundle, he noticed it had been tampered with, and on making a search missed his coat, which he discovered in his friend's possession, and immediately gave him in charge. On appearing before Mr. G. N. Orme at the Police Court yesterday, he was sentenced to one month's hard labour.

Another small boy, who was also a passenger, was found in possession of a gentleman's long robe. He stated that his own jacket had been taken out of his cabin, and the robe must have been put in its place. As His Worship did not believe the story the boy was ordered to pay a fine of \$50 or go to goal for six weeks.

"ALL IS NOT GOLD THAT GLITTERS."

As a Chinese lady was walking down one of the lanes running off Queen's Road Central, her hair adorned with a brass hairpin which Tai Sing, a rogue, mistook for a gold one, Tai snatched at the hairpin and endeavoured to escape with it. He had probably not considered any trouble possible from a mere woman, and was, therefore, rather surprised to find that he could not disengage himself from the iron grip with which she pinioned his arms, at the same time calling for the police, who were soon on the spot, and took Tai to the lock-up. Charged before Mr. G. N. Orme at the Police Court yesterday, he was sentenced to one month's hard labour.

THE TENNIS TOURNAMENT.

Our account yesterday of the progress of the Tennis Tournament contained a misstatement which surprised those who regarded Mr. Fallon as the probable winner in class "B." Mr. Fallon lost Mr. Bird by three sets to two; and was not defeated as was reported.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

TO PLAY THE AUSTRALIANS.

ENGLISH ELEVEN PICKED.

LONDON, 25th May.

For the first test match with the Australians [visiting England to try to recapture "the ashes"] Jackson, Maclaren, Jones, Bosanquet, Fry, Jessop, Hayward, Tyldesley, Rhodes, Gunn, and Lilley have been selected, with Arnold and Lees as reserves.

Fry has a split forefinger, and Hirst has gone lame.

RAGGING ON H.M.S. "KENT."

CAPTAIN GAMBLE RETIRED.

The mysteriously worded telegram which baffled the *Daily Press* staff on the 19th instant, is not so obscure when preconceptions are removed. Dismiss the idea that "ragging" is confined to the army (although, never having heard of a previous case in the navy, that is difficult) and "officers-kent - punished-captain - half-pay-ragging" begins to be quite intelligible. H.M.S. *Kent* is a twin-screw vessel of 9,800 tons, I.H.P. 22,000 N.D., attached to the First Cruiser Squadron, at Chatham. The commander is (or was) Captain Douglas A. Gamble, M.V.O., and the officers include sixteen midshipmen. The fact that among these latter is a midshipman named Arthur Roberts is worth noting, for with such a name he might well be responsible for the practical joking, hilarity, and "ragging" which ended in the retirement on half-pay of Captain Gamble. That there have been too many gambols on the *Kent* seems evident; but that the removal of "the Owner" was thereby necessary is a much more doubtful point.

[REUTERS' SERVICE.]

THE PARLIAMENTARY SCENE.

LONDON, 23rd May.

Sir Henry Campbell Bannerman moved an adjournment of the House to draw attention to a statement of Mr. Balfour's that the question of Colonial preference might be submitted to a Colonial conference in 1906. Sir Henry maintained that this was inconsistent with Mr. Balfour's Edinburgh proposals and subsequent pledges, and that it involved two general elections, the first on the question of a Colonial conference, and the second on a conference of the decisions that the policy was to safeguard a sudden change. A scene unparalleled in the House followed, and lasted an hour, and the Deputy Speaker was finally obliged to adjourn without putting the question.

HONGKONG CRICKET CLUB.

The following will represent the Club and the L.R.C. respectively in the Annual Tennis Match:—

- CLUB.
1. Lieut. P. M. Heath (110th Mal.) & Major Strickland, I.M.S.
2. Surgeon Ross, R.N., and Lieut. G. Carpenter, R.M.L.I.
3. R. Macpherson and H. B. Phillips, L.R.C.
1. G. Hastings and R. F. C. Master.
2. H. Hancock and A. Boyd.
3. H. Pinckney and H. Zohmann.

DEATH OF A DISTINGUISHED COLONIAL.

Sir Hugh Low, G.C.M.G., whose death took place at Alessio on the 18th April, had more than 40 years' experience of Colonial administration in the East Indies. He was born in 1824, and on May 10th would have completed his 81st year. At the age of 19 he paid his first visit to Borneo, where he made the acquaintance of the famous Rajah Brooke, of Sarawak. In 1848 he was appointed Secretary to the Government of Labuan, and police magistrate in 1850, an office which he held until 1877. During that period of 27 years Sir Hugh administered the Government of Labuan, at intervals, for eight years. In 1877 he was appointed Resident at Perak, and in 1888 he negotiated a treaty of protection with the Sultan of Brunei. In the following year he retired from the Colonial service. Sir Hugh Low was twice married, first to Catherine, daughter of Mr. W. Napier, and secondly to Anne, daughter of General Sir R. P. Douglas. He was created a Knight of the Order of the Garter in 1889. He was a Fellow of the Linnean Society, the Zoological Society, and the Society of Antiquaries, and in 1848 he published a book on "Sarawak, its Inhabitants and Productions."

Men who have been used in cities to congenial companionship need to retreat gravely before the most stimulating and delightful of all conversation is the conversation of retirement workers. For the pleasures of retirement a price must be paid, but it may well be possible to pay too much.—"Claudine Clair" in the *British Weekly*.

BALTIMORE NOTES.

COLLIERS AT SAIGON.

The Captain of the s.s. *Promie* which arrived from Saigon yesterday reports that on leaving on the 21st instant about 60 colliers and transports were at anchor in the river. Half the colliers were deeply loaded, while the other half had evidently discharged their cargoes. Three of the loaded colliers were on fire, probably outbreaks caused through spontaneous combustion, and such held had the fire on one of them that it looked, as the *Promie* steamed out, as if the crew would be unsuccessful in combating it.

THE CHANGE OF THE TEA DUTY.

The fact that July 1, the date on which the change in the Tea Duty comes into operation, falls this year on a Saturday, when there are only 44 working hours from the opening of the Customs House at 10 a.m. until 2 30 p.m., the time fixed by the railway companies for coaling to collect goods, appears to have escaped the notice of the Treasury. As a means of surmounting the difficulties certain to arise if the contemplated arrangement be strictly adhered to, it is suggested, on behalf of those concerned in the trade, that special permission might be given for the duty at the reduced rate of 6d. per pound to be paid at the Customs House on Friday, June 30 (on the distinct understanding that the tea in respect of which such duty is paid shall not be delivered until the following day), so as to facilitate the execution of orders. The *Times* says that representations to this effect have been made to the Chancellor of the Exchequer.

CHINA AND THE MACKAY TREATY.

In the questions and answers list of the House of Commons it is reported that Sir G. Parker having asked whether the Foreign Office have any official information showing that the terms of the Mackay Treaty, made to facilitate commercial relations between China and foreign countries, have in effect, been ignored by China; that the rights referred to have been violated by provincial officials who have illegally interfered with agents and employees of British merchants; that in contravention of the treaty heavier duties are levied upon foreign-owned cotton mills than on native mills; that in contravention of Article II. of the treaty, the provincial authorities continue to mint new copper currency; that the reforms in mining regulations arranged for have remained unfulfilled; and if so, whether the Government intend taking action in concert with other Powers to secure the fulfilment of the obligations into which China entered in 1901. Lord Percy says:—No information of the acts alleged in the question has reached us. Such acts would be violations not of the treaty of 1902, but of treaties concluded with China at an earlier date. [?] His Majesty's Minister at Peking has been informed, in reply to his inquiries as to the steps which had been taken to carry out the provisions of Article II. of the treaty of 1902, that the office of Financial Administration has presented a memorial to the Throne proposing the establishment of a general mint at Tientsin for the coining of silver and copper and the introduction of a uniform national coinage. As soon as definite arrangements have been made they will be communicated to Sir E. Satow. With regard to the mining regulations the Chinese Government state that regulations have been drawn up, but that it is necessary to consult the provincial authorities before the final arrangements could be settled.

EUROPEAN JINGOISM.

At a moment when certain members of Parliament appear to be so completely unaware of the unsettled state of the Continent that they seriously imagine Great Britain might, in agreement with France, reduce her naval expenditure, it may be well to place before them what people are thinking on the Continent and to warn them against giving way to Utopian ideals when there is perhaps never was a time when it was more necessary for Great Britain to keep her powder dry and to have a plentiful supply of it. The *Gauleis* says that one of its friends who has just returned from Alsace states that the German army is training as if for a war at no distant date, and he adds that never has that army been more efficient. The writer does not pick up the German Emperor's words to pick up the quarrel with France, but in the present state of Europe a confrontation with it is a duty of the French Government to reckon with it henceforth. If the Emperor of Austria should disappear from the scene, war, according to this authority, is to be feared, as the Emperor Francis Joseph alone controls at the present moment the ambitions of Germany, whose dream is the possession of a port on the Adriatic. That the aspirations of Italy, who wants her share in the Austrian succession and will not surrender her claim to Trieste, even to the profit of her powerful ally, the German Emperor, Russia cannot interfere in the conflicts which eventually threaten the general peace. Her struggle with Japan does not allow her to mix actively in European affairs.

The writer in the *Gauleis* believes that France will stand aloof and that Germany does not dream of violating French neutrality, but he inquires whether France would not be awakened by the increase of German power and, if Italy came to terms with her ally of to-day, would not France be vanquished without having fought. He does not think that the Anglo-French entente, even if England offered her support, would be sufficient. The responsibilities involved would be too heavy to be assumed by the statesmen who at present govern France.

I do not consider the above to be anything more than a symptom of the uneasiness which is just now pretty general on the Continent. The cleavage in the Triple Alliance, which has left Austria-Hungary and Italy almost hostile to one another, and the erratic policy of Germany in pursuit of aims based principally on the boundless ambition of her ruler are the real causes of the present unrest, and might ultimately lead to a rupture of the peace. Such a situation and such ominous prospects are best provided for by the strengthening of the Anglo-French entente and of the powerful ties that unite those two nations with others as devoted as themselves to the cause of peace. But it is the duty of those in a position to see something of what is going on behind the scenes to caution well-meaning people who dream of disarmament that any British Government such ideas would be sent moment counteracted by the real situation of affairs. Fortunately, most if not all active English statesmen entertain diametrically opposite views.—*Times*.

THE CHIEF JUSTICE COMMISSIONED.

At the Supreme Court yesterday morning, the commission appointing Francis Taylor Piggott, M.A., Chief Justice of the Colony of Hongkong, was read by Mr. A. Sath, Registrar of the Court, in the presence of local barristers and solicitors, and a number of ladies. The members sitting at the bar were Sir H. S. Berkeley, Dr. Ho Kai, and Messrs E. H. Sharp, K.C., H. E. Pellock, K.C., H. G. Calthrop, H. N. Farners, F. A. Hazland, C.D. Melbourne and J. W. Jones, Deputy Registrar. The commission read was as follows:—
"Edward VII." by the grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the seas, King Defender of the Faith, Emperor of India.
"To our trusty and well-beloved Francis Taylor Piggott, Esq., M.A., one of our counsel, learned in the law."

"Now know you that we, taking into consideration all your loyalty, integrity and ability of our special grace, certain knowledge and immediate motion have thought fit to constitute and appoint and do hereby appoint you, the said Francis Taylor Piggott, to be Chief Justice of the Supreme Court of our Colony of Hongkong and its dependencies from the 27th day of April, 1905, inclusive, to hold, exercise and enjoy the said office and place during our pleasure with all the rights, profits, privileges and advantages thereunto belonging and appertaining, provided always that you, the said Francis Taylor Piggott, do actually reside within our said Colony and do not quit the same without the previous permission of our Governor of our said Colony or of such person as may for the time being be charged with the government thereof."

"And also that you execute the said office in your own person except in case of sickness or other incapacity, and do all other matters and things and perform the duties thereof in a disinterested and ordinary manner."

"In testimony, whereof, we have caused these, our letters, to be made patent and to be sealed with the public seal of our Colony aforesaid."

"Witness: Our trusty and well-beloved Matthew Nathan, Knight Commander of the most distinguished order of St. Michael and St. George, Governor and Commander-in-Chief of the Colony of Hongkong and its dependencies and Vice-Admiral of the same. This 23rd day of May, in the year of our Lord 1905, and in the fifth year of our reign. By Command."

Sir H. S. BERKELEY.—I take this opportunity on the occasion of your Lordship's first taking your seat in this Court to offer to your Lordship on behalf of the bar of this Colony—and I feel sure I am also expressing the sentiments of the solicitors of the Supreme Court—our hearty congratulations upon the high appointment which His Majesty the King has been pleased to confer upon you: the office of Chief Justice of so important a Colony as Hongkong, one of the greatest commercial centres of the Empire. My Lord, your name will be added to a lengthy roll of distinguished judges who by their legal learning, and by their pure and independent administration of justice in this Colony in the past, have preserved the great traditions of the English race, and without question the addition of Your Lordship's name will add lustre thereto. My Lord, it is a matter of great satisfaction to me to be able to state without reserve that the relations which exist between the bench and bar in this Colony are of the most happy disposition. I need not say to your Lordship how important that fact is in the administration of Justice in this Court. Your Lordship will find that the bar, as it ever should be, is zealous of the privileges and rights entrusted to it. They will at the same time be ever ready to give due obedience and deference to the considered rulings and judgment of this Court, and I can only repeat our welcome to Your Lordship and trust that you may be accorded health and strength long to hold the high office which has been entrusted to you.

The CHIEF JUSTICE, in reply, said: Mr. Attorney and Members of the Bar—a few days ago when I landed in this Colony you were pleased to extend to me a cordial welcome, truly eastern in its character. To-day we meet for the first time in Court and you welcome my arrival in words of like courtesy. I thank you very much for the expression of your good will, and need hardly say I reciprocate it most heartily. You have been pleased to say that, in your opinion, I have succeeded a number of illustrious men who have sat in this Court. I have, it is true, done a certain amount of work, which, if it has any merit at all is that it has materially assisted in bringing me among you. So far as our relations are concerned, I feel sure they will be perfectly cordial, as we come of the common stock. In the colony where I spent a great many very arduous, but not unhappy years, I never failed to endeavour to impress upon those who came in contact with me the absolute necessity of maintaining the traditions of England on which the wellbeing of the community in a large measure depends. In Mauritius I have always met with the loyal co-operation of the bar, and I feel sure it will be the same in Hongkong. So, gentlemen, we begin our joint labours with mutual expression of goodwill. I trust that no act or word of mine will ever mar or in any way militate against these good feelings.

WEATHER REPORT.

On the 25th at 1.55 a.m. The barometer has risen slightly over S.E. Japan, and fallen elsewhere, particularly over China. A depression appears to be moving Eastwards in the Japanese Valley. Pressure is highest over S. Japan. Gradients are moderate and fresh S.W. winds will probably prevail in the Formosa Channel and over the N. part of the China Sea. Forecast:—Fresh S.W. winds; squally, probably some thunderstorms.

SHIPPING.

ARRIVALS.

ABERLOCH, British str., 2,681, Barnet, 25th May, Hamburg, Antwerp and Singapore 18th May, General, Hamburg-Amerika Linie.
ALBION, British str., 2,444, 25th May, from Marseilles.
EMMA LUYKEN, German str., 1,109, H. Martens, 25th May, Swatow 24th May, Bullocks and General, Douglas Lippard & Co.
HUPH, British str., 1,235, Matthei, 25th May, Wuhu and Chinkiang 20th May, General, Butterfield & Swire.
JANSEN, Norwegian str., 714, E. Torstensen, 25th May, Saigon 21st May, General, Asgaard, Thorsen & Co.
SENGIANG, British str., 1,021, Pennafather, 25th May, Amoy 23rd May, General, Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office.
25th May.
Huph, British str., for Canton.
Lester, British str., for Saigon.
Stanley Dollar, British str., for Kelung.
Volute, British str., for Palembang.

DEPARTURES.

25th May.
HORNED, German str., for Sandakan.
CALDAO, U.S. gunboat, for Canton.
CARL DIEDERICHSEN, German str., for Hoihow.
CHANGSHA, British str., for Kobe.
FEICHING, Chinese str., for Shanghai.
FOOSHING, British str., for Shanghai.
GLINSTRUP, British str., for Shanghai.
HAYES, British str., for Swatow.
MATHIEU, German str., for Hongkong.
MORNINGSTAR, British str., for Yokohama.
PAKLAT, German str., for Bangkok.
PUTNEY BRIDGE, British str., for Japan.
THYRA, Norwegian str., for Kutchinotzu.
WENNER HALL, British str., for Saigon.
ZITZEN, German str., for Shanghai.

SHIPPING REPORTS.

The German str. Emma Luyken reports: Fresh S.W. winds moderate sea.
The British str. Sunghing reports: Moderate S.W. wind and fine clear weather.
The Norwegian str. Premise reports: Fine weather. No Russian were to be seen.

VESSELS IN DOCK.

25th May.
ABERLOCH DOCK.—Heathbank.
J. O. DON LOCKS.—Methill, Gulf of Venice.
J. Diederichsen, City of Birmingham, Hensang, Empress of China.
LOSSOPOLITAN DOCK.—Cruiser.

VESSELS ON THE BERTH

FOR SHANGHAI, TSINGTAU AND CHEFOO.
(Taking Cargo at through rates to CHEFOO).
The Steamship

"LOONGMOON."
Captain F. Kalkofen, will be despatched for the above ports TO-DAY, the 26th inst., at 4 p.m. This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SHEWAN & CO., Agents.
Hongkong, 23rd May, 1905. 1274

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"NIPPON."
Captain Soich, will leave for the above places TO-DAY, the 26th inst., at 4 p.m.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 20th May, 1905. 13

FOR KOBE AND YOKOHAMA.
THE British Steamship
"SAINT KILDA."
Captain W. Jones, will be despatched for the above ports on or about TUESDAY, the 30th inst.
For Freight, apply to
BRADLEY & CO., Agents.
Hongkong, 23rd May, 1905. 1275

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
THE Steamship
"ERNEST SIMONS"
Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 30th May, at 1 p.m.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "POLYNESIE" ... 13th June.
S.S. "CALEDONNIEN" ... 27th June.
S.S. "OCEANIE" ... 11th July.
G. DE CHAMPEAUX, Agent.
Hongkong, 18th May, 1905. 12

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"CALEDONNIEN"
will be despatched for the above ports on or about MONDAY, the 29th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 24th May, 1905. 2

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G. DE CHAMPEAUX, Agent.
Hongkong, 24th May, 1905. 2

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 3rd June, at Noon.
LONDON & ANTWERP	BENMOHR	Brit. str.	—	Webster	GIBB, LIVINGSTON & CO.	About 6th June.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th July.
LONDON, AMSTERDAM & ANTWERP	ALAT	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	INDONEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th Aug.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th June.
AMSTERDAM, LONDON & ANTWERP	CALHES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th June.
MARSEILLES, &c. VIA PORTS OF CALL	ERNEST SIMONS	Freem. str.	—	—	MESSAGERIES MARITIMES	On 30th inst., at 1 p.m.
BREMEN, VIA PORTS OF CALL	BAYERN	Ger. str.	—	—	MELCHERS & CO.	On 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 12th June.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FERR. LAKEIS	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 23rd June.
HAVRE & HAMBURG VIA STRAITS, &c.	BEIRGAVIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 13th July.
HAVRE & HAMBURG VIA STRAITS, &c.	AGILIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 26th July.
THIESTE, &c. VIA SINGAPORE, &c.	MARIA VALERIE	Aus. str.	—	—	SANDER, WIELER & CO.	On 1st June, P.M.
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL	STENTOR	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 15th June.
NEW YORK VIA PORTS & SUEZ CANAL	NORDPOL	Brit. str.	—	—	DODWELL & CO. LD.	About 2nd June.
NEW YORK VIA PORTS & SUEZ CANAL	SAGAMI	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd June.
NEW YORK VIA PORTS & SUEZ CANAL	NUBIA	Brit. str.	k.w.	—	STANDARD OIL CO.	Early in July.
NEW YORK VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 5th July.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 21st June.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	TAKTAR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th June.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	YANOTSE	Am. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 31st inst., at Daylight.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	PLACIDES	Am. str.	—	—	MELCHERS & CO.	On 3rd inst., at Noon.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARAGONIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th June.
AUSTRALIAN PORTS VIA MANILA, &c.	PRINCE STEPHEN	Ger. str.	—	—	GIBB, LIVINGSTON & CO.	On 10th June, at Noon.
AUSTRALIAN PORTS VIA MANILA, &c.	CHANGSHA	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 27th inst.
AUSTRALIAN PORTS VIA MANILA, &c.	PASTERN	Brit. str.	—	—	BRADLEY & CO.	About 30th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PAIMA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 2nd June, at 3 P.M.
KOBE & YOKOHAMA	SAINT KILDA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
TIENSIN VIA CHEFOO	PAOTING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LOONGMOON	Ger. str.	—	—	SANDER, WIELER & CO.	To-day, P.M.
SHANGHAI, TSINGTAU & CHEFOO	NIPPON	Aus. str.	—	—	JARDINE, MATHESON & CO.	On 30th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	ANABA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI VIA NINGPO	YUWU	Brit. str.	1 m.	—	MESSAGERIES MARITIMES	About 29th inst.
SHANGHAI, KOBE & YOKOHAMA	CALEDONIES	Freem. str.	—	—	OSAKA SHOSHEN KAISHA	About 30th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	TRIUMPH	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 1st June.
SHANGHAI	YUWU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st June, at 3 P.M.
SHANGHAI	HUPCH	Brit. str.	—	—	JARDINE, MATHESON & CO.	About 2nd June.
SHANGHAI	NUBIA	Brit. str.	—	—	P. & O. S. N. Co.	On 26th inst., at 8 A.M.
SHANGHAI	PROTEUS	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	On 4th June, at 8 A.M.
SHANGHAI	FRITHJOF	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	About 31st inst.
TAMSUI VIA SWATOW & AMOY	B. BJORNSEN	Ger. str.	—	—	DOUGLAS LIPPAK & CO.	To-morrow, at 2 P.M.
TAMSUI VIA SWATOW & AMOY	EMMA LUYKEN	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 31st inst.
SWATOW, AMOY & FOCHOW	KANSU	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SWATOW, WEIHAWEI, CHEFOO & TIENSIN	YUENSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	To-morrow, at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
MANILA	THAN	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 3rd June, at Noon.
MANILA	RUBI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
MANILA	KAIFONG	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 31st inst., at 3 P.M.
MANILA	LAISANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 2nd June, at 3 P.M.
MANILA	HINSANG	Brit. str.	—	—	JATA-CHINA-JAPAN LINE	About 31st inst.
MANILA	TIANTJAP	Dut. str.	—	—	—	—

REGULAR STEAMSHIP SERVICES

BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOY	"PROTEUS" CARL MOLLER	SUNDAY, 28th May, at 8 A.M.
SHANGHAI VIA SWATOW AND AMOY	"TRIUMPH" A. HANSEN	About TUESDAY, 30th May.
ANPING VIA SWATOW AND AMOY	"B. BJORNSEN" C. OLSEN	About WEDNESDAY, 31st May.
TAMSUI VIA SWATOW AND AMOY	"FRITHJOF" H. A. HARALDSEN	SUNDAY, 4th June, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co., Agents.

OSAKA SHOSHEN KAISHA.

Hongkong, 24th May, 1905. 114

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS.	SAILING DATES.
SENEGAMBIA	HAVRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th May. Freight.
C. FERR. LAKEIS	HAVRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 12th June. Freight.
BRISGAVIA	HAVRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 28th June. Freight.
SITHONIA	HAVRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 12th July. Freight.
ACILIA	HAVRE & HAMBURG (Calling at Singapore, Penang and Colombo)	On 26th July. Freight.
NUBIA	NEW YORK VIA SUEZ (Calling at Singapore, Penang and Colombo)	On 2nd June. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, No. 1, JERMAN BUILDING.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	H. Rodger	Manila.	Sat., 27th May, Noon.
RUBI	2540	A. H. Notley	Manila.	Sat., 3rd June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th May, 1905. 115

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "NORDPOL" ... On 15th June.
S.S. "INDRAWADI" ... On 25th July.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 13th May, 1905. 1004

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI AND KOBE (Passing through the Inland Sea)	PALKA G.W. Cockman, R.N.E.	About 27th May	Freight only.
SHANGHAI	NUBIA F. M. Tiller	About 2nd June	Freight and Passage.
LONDON, &c.	MALTA R. A. Peters	Noon, 3rd June	See Special Advertisement.

For further Particulars, apply to
L. S. LEWIS, Acting Superintendent.

Hongkong, 20th May, 1905. 1

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARAGONIA"	5,198	Schuldt	May 31st, 1905.
"NICOMEDIA"	4,370	Wagner	June 28th, 1905.
"NUMANTIA"	4,370	Bremer	July 18th, 1905.
"ARABIA"	4,483	Metcalf	August 6th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 24th May, 1905. 113

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 26th May, 4 P.M.
SHANGHAI VIA NINGPO	"AMABA"	Tuesday, 30th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 30th May, 3 P.M.
SHANGHAI	"HANGSANG"	Thursday, 1st June, 3 P.M.
TIENSIN VIA CHEFOO	"ESANG"	Friday, 2nd June, 3 P.M.
SINGAPORE, SOUBAAYA	"HINSANG"	Friday, 2nd June, 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 26th May, 1905. 118

NORTHERN PACIFIC LINE.

BOSTON S.S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Purington	Friday, June 30th
SHAWMUT	9,606	E. V. Roberts	Wednesday, July 12th
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th

For Freight or Passage, apply to

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 9th May, 1905. 17

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 9th May, 1905. 17

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"MARIA VALERIE"

Captain Berberovich, will be despatched as above on THURSDAY, the 1st June, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents, Princes' Buildings, Hongkong, 5th May, 1905. 13

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1905.

"SAGAMI" ... 2nd June.
"MONTROSE" ... 29th June.
"ST. HUGO" ... 15th July.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

